MALDEN CENTER STATION 1975

U.S. DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
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THE CHAIRMAN'S MESSAGE

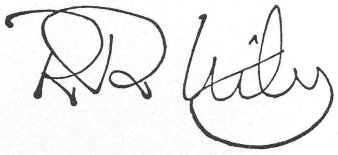
The Massachusetts Bay Transportation Authority is making transportation progress to the suburbs to the north of Boston with this fine new station in the heart of another new city - Malden.

Its location is in the vicinity of Malden's new Government Center, the downtown business district, and a senior citizens' housing development.

Malden Center Station is scheduled to be opened for revenue service in December. The trip to downtown Boston (Washington Station) will be about 15 minutes and to Forest Hills, the southern terminus of the Orange Line, about 30 minutes. This is a quick, convenient and economical way to travel in these days of a continuing energy crisis.

Malden Center Station is the fifth of the six stations on the 5.9-mile federally-aided Haymarket-North Extension of the Orange Line. It is also the first of two stations for Malden. The other is at Oak Grove, near the Melrose line. Well along in construction, Oak Grove Station is scheduled to be ready for service in the Fall of 1976.

The Authority is pleased to welcome you to your new transit station at Malden Center.

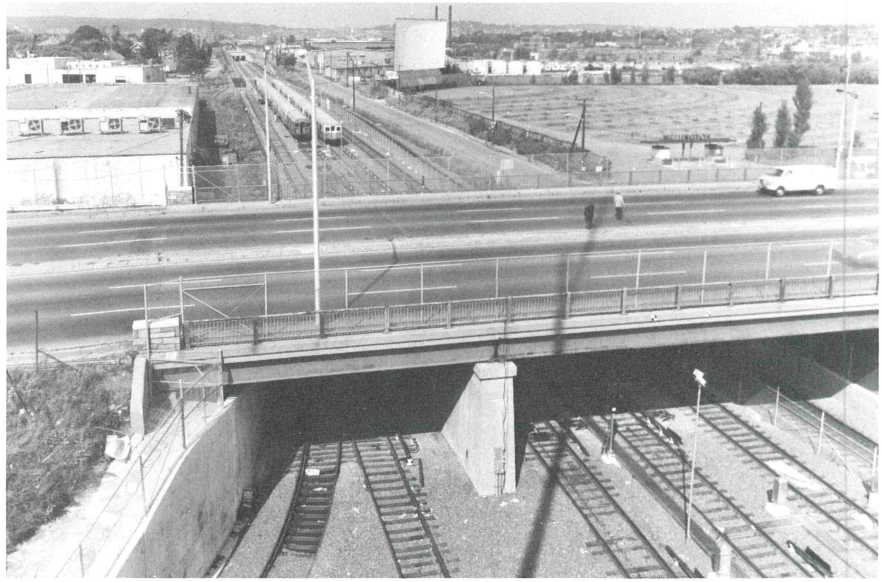


Robert R. Kiley
Chairman

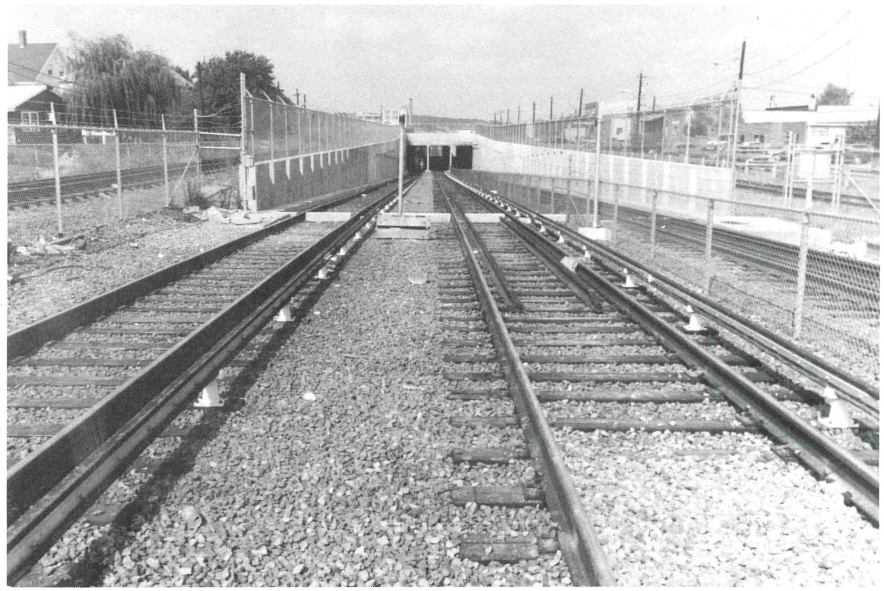
STOP BEFORE MALDEN . . .

More than 900 park-and-ride patrons daily are attracted to Wellington Station, Medford, for a fast, convenient and economical trip into Boston. The station was opened for revenue service on September 6, 1975.

ON TO MALDEN . . .



The next section of the Haymarket-North Extension to Malden begins just north of Revere Beach Parkway, Medford.



The Medford Underpass, north of Wellington Station, carries the rapid transit extension under the Boston & Maine Railroad's Medford Branch freight track. About 1,350 feet long, the cast-in-place concrete underpass consists of 500-foot long walled, open-cut ramp sections at each end and a roofed center section which is 350 feet long between portals.

THREE YEARS AGO. . .

This is the site of the east side of Malden Center Station, busway and kiss-and-ride area. At the right is the old railroad bridge that was reconstructed over Pleasant Street.

Several businesses along Pleasant Street occupied the site of the west side of the new station, the direct current substation and parking lot and were relocated with the assistance of the Malden Redevelopment Authority.

MALDEN CENTER STATION

Malden Center Station is located west of Malden Square and opposite the City's new Government Center. The fifth station on the 5.9-mile Haymarket-North Extension of the Orange Line, it is nearly two miles (9,200 feet) north of Wellington Station, Medford, that was opened for revenue service on September 6, 1975.

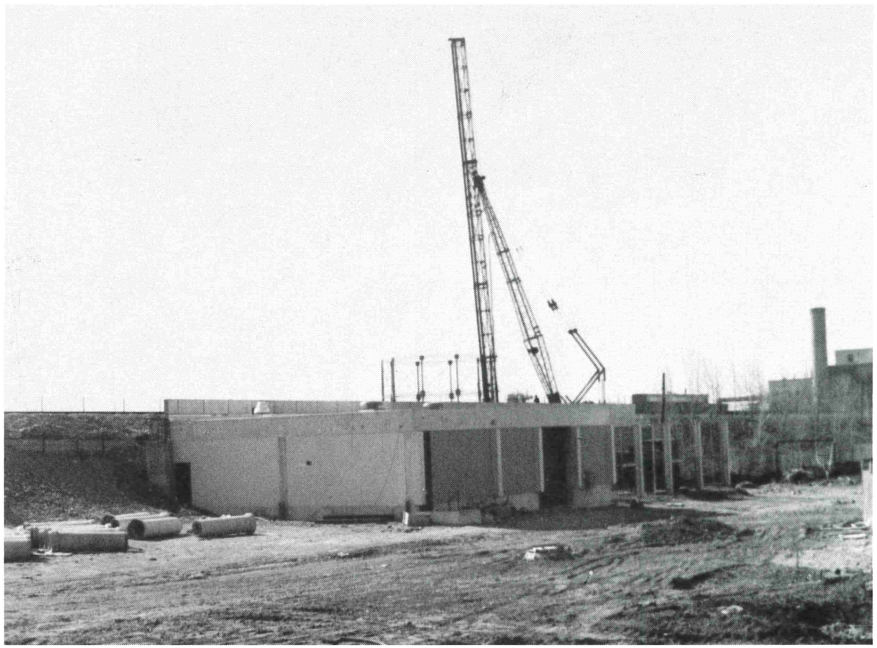
Built between two bridges - a reconstructed Pleasant Street Bridge on the north and a new Route 60 By-pass Bridge on the south - the station faces Commercial St. on the east and a parking lot for about 150 cars on the west side that is accessible from both Pleasant Street and new Route 60.

There are two entrances to the station. The main entrance is on Commercial Street, or the east side which has two main busways and a kiss-and-ride area. The other entrance is on the west side where there is an auxiliary busway as well as a driveway to the parking lot.

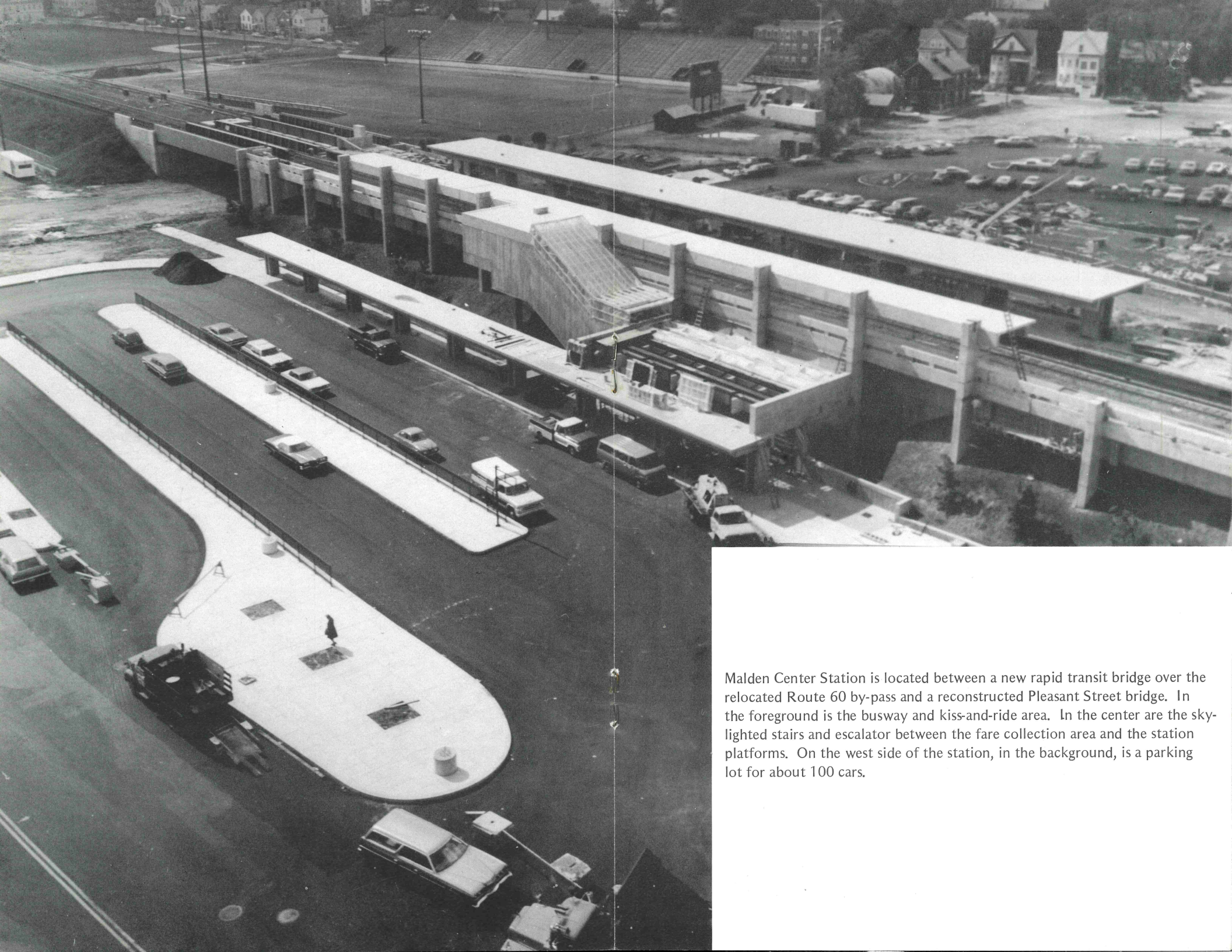
Both entrances lead to the fare collection area on the lower level of the station. Access to the upper level station platforms is by stairs and escalators. In the future, an upper level entrance will be provided via a pedestrian passageway to be built over Commercial Street to connect the station and the Government Center.

The station structure is built almost entirely of concrete, including pre-cast and pre-stressed members as well as conventional cast-in-place concrete.

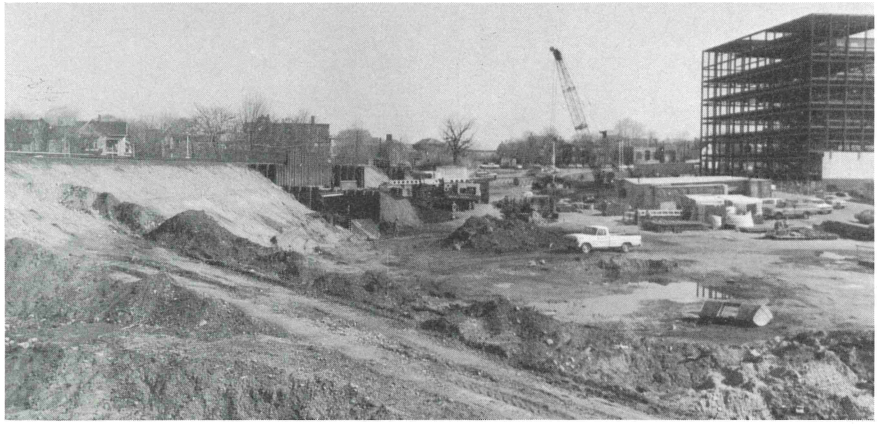
Architecturally, there is extensive use of both rough-board finish and smooth finish of the concrete. Brickwork, block masonry and ceramic veneer were also used in the finish of the walls, floors and plaza areas. Other features are clerestory windows, continuous skylights, and plastic glazing which highlights the main entrances as well as the enclosure for the escalators and stairways.



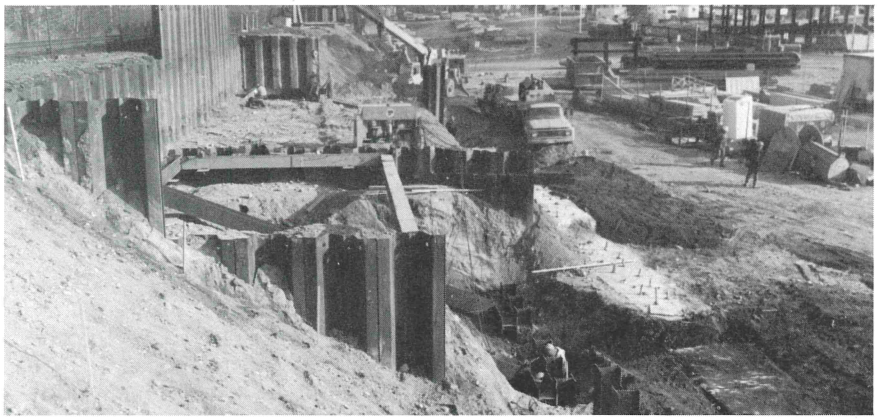
First structure to be built at the Malden Center Station site is the direct current substation.



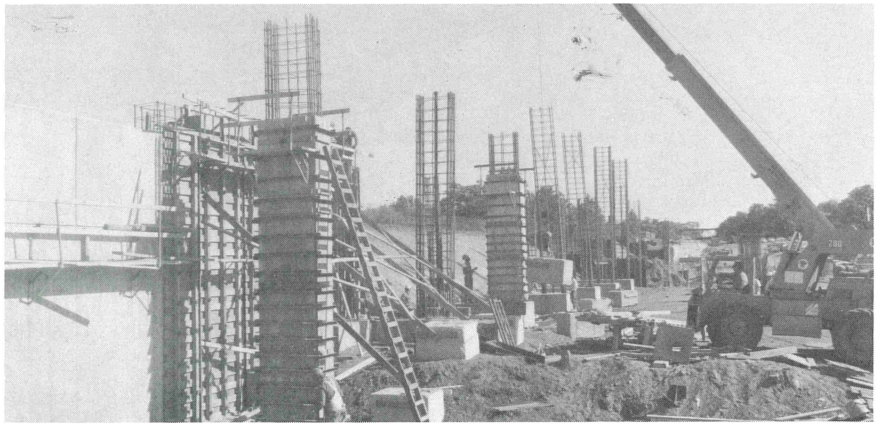
Malden Center Station is located between a new rapid transit bridge over the relocated Route 60 by-pass and a reconstructed Pleasant Street bridge. In the foreground is the busway and kiss-and-ride area. In the center are the sky-lighted stairs and escalator between the fare collection area and the station platforms. On the west side of the station, in the background, is a parking lot for about 100 cars.



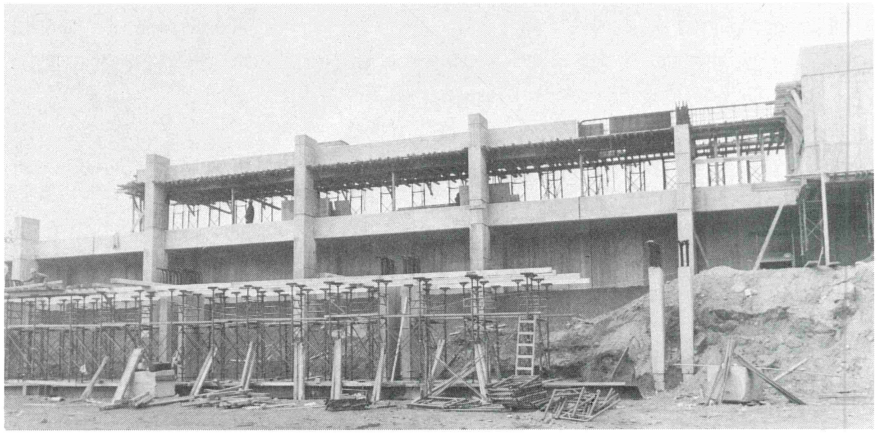
The site is being prepared for the Malden Center Station on Commercial Street. At the right is the framework for Malden's new Government Center.



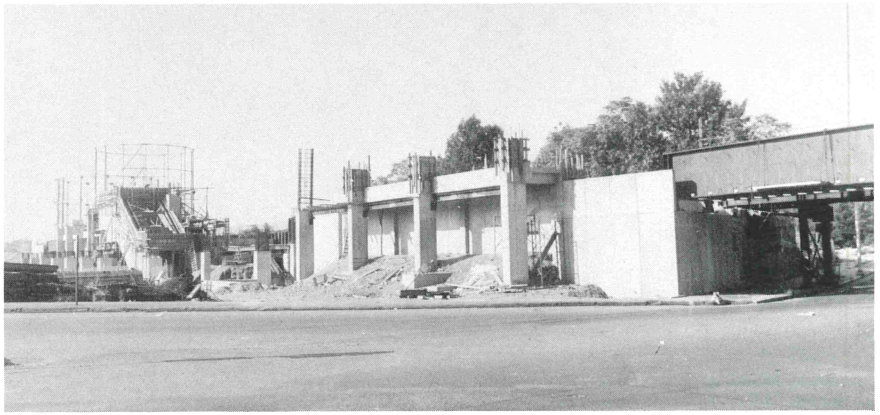
Sheeting and bracing are being installed for the east side of Malden Center Station.



Columns are being built for the east side of the station on Commercial Street.



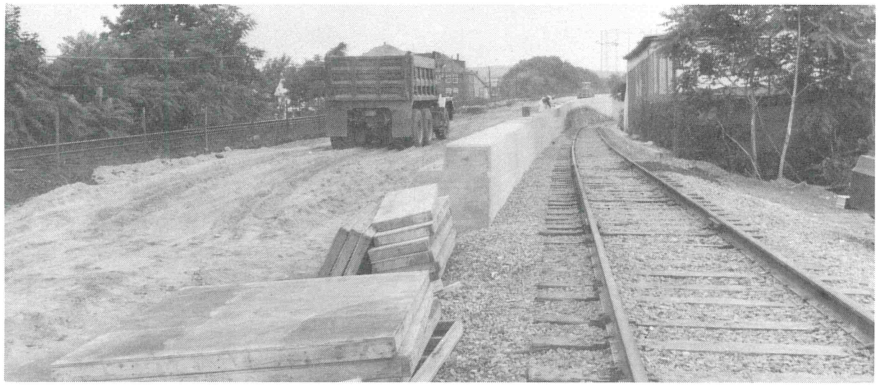
Forms are in place for construction of the canopy at the busway while construction proceeds on the roof and a section of the platform on the east side of the station.



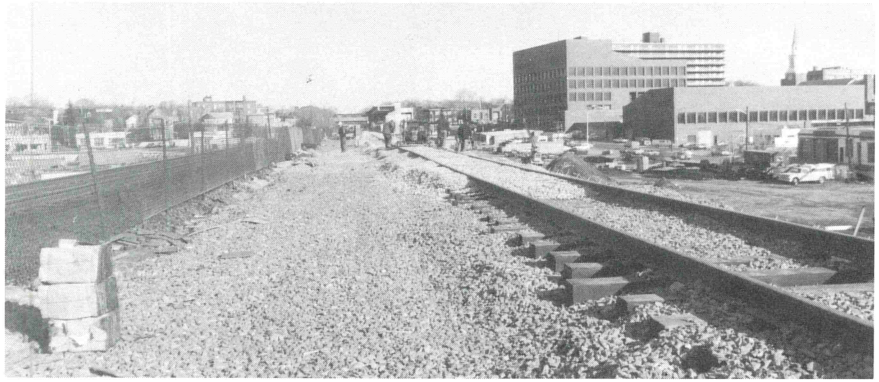
Construction progresses on the enclosure for the stairs and escalators and the northern end of the station. At the right, the old Pleasant Street railroad bridge is being rebuilt.

Nearing completion are the Malden Center Station and the rebuilt Pleasant Street Bridge.

THE RIGHT-OF-WAY



The roadbed for the rapid transit extension to Malden Center Station is prepared in the vicinity of the Medford Street Bridge, rebuilt to replace an old railroad bridge. A retaining wall is under construction between the rapid transit right-of-way and the relocated Boston & Maine track.



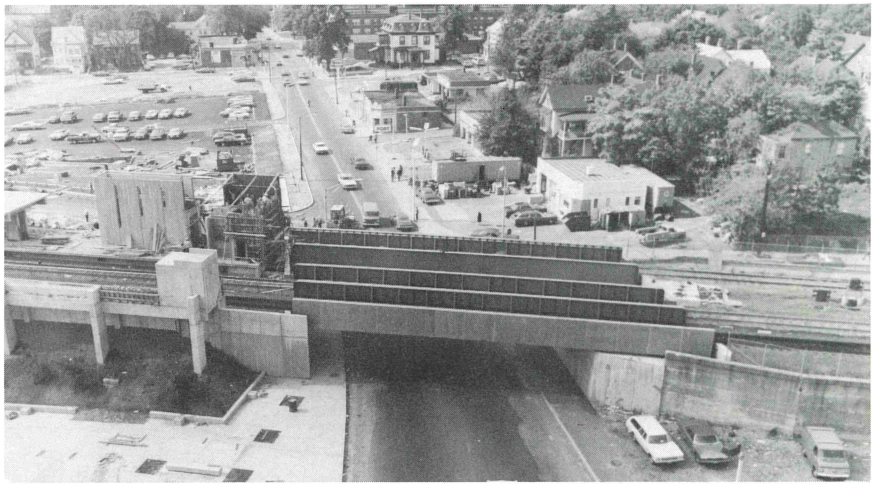
Stone ballast is being placed for the first rapid transit track installed south of Malden Center Station. At the right is Malden's new Government Center.

Trackwork and construction of the east platform of Malden Center Station progresses.

THE BRIDGES

Construction of the rapid transit extension through Malden Center Station involved extensive reconstruction of old railroad bridges over Medford Street, Adams Street, Charles Street, and Pleasant Street, all in Malden. These replacement bridges accommodate the three new rapid transit tracks and a railroad track for continued Boston & Maine operations.

In addition, a new rapid transit-railroad bridge was built over relocated Route 60 that by-passes the center of the city.

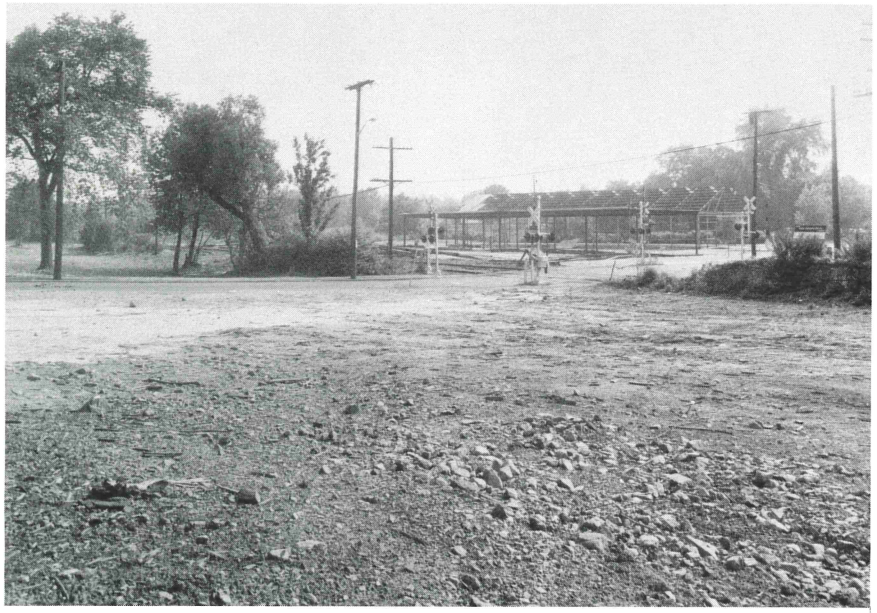


Typical of the four replacement bridges over Malden streets is the Pleasant Street Bridge, located at the northern end of Malden Center Station.

The new Route 60 By-pass Bridge is located at the southern end of Malden Center Station.

ONE MORE TO GO . . .

The rapid transit extension heads north to Oak Grove Station in the vicinity of the Malden-Melrose boundary.



This is the site of Oak Grove Station as it looked in June 1974. The station, which will have a parking lot for about 500 cars, busway, and kiss-and-ride area, is scheduled to be opened for revenue service in the Fall of 1976.

SOURCE OF FUNDS
for
HAYMARKET-NORTH EXTENSION
between Haymarket Station and Malden Center Station,
including demolition of the elevated structure
in Boston (North End and Charlestown) and Everett

U.S. DEPARTMENT OF TRANSPORTATION	$ 64,834,000
MBTA BOND ISSUE	66,809,000
BOSTON REDEVELOPMENT	12,000,000
TOTAL	$143,643,000

GENERAL CONTRACTORS

PERINI CORPORATION	site and utilities work and construction of station, busway, parking, bridges, main line track, and third rail track
M. SOLIMANDO, INC.	direct current substation
LORD ELECTRIC COMPANY and MASSACHUSETTS ELECTRIC CONSTRUCTION COMPANY	direct current substation equipment
WESTINGHOUSE AIR BRAKE COMPANY	signals and communications
M. DEMATTEO CONSTRUCTION COMPANY	Medford underpass

DESIGN ENGINEER

COL. S.H. BINGHAM ASSOCIATES

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Director of Construction

Edmund J. McAdam
Manager of Construction

John F. Dunne
Manager of Inspection and Quality Control

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Ralph W. Hill
Walter J. Hope
Alfred Jardim
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